

Date: November 1, 2016 3:00 pm to 4:00 pm

Location: FDOT CO-Burns, Suwanee Conference Room and Video Teleconference

Subject: Florida Department of Transportation, Systems Planning Office
SR 60 Corridor Study Executive Advisory Team Kick-off

On November 1, 2016, the Executive Advisory Team Kick-off was conducted.

Those in attendance were:

Jennifer King	FDOT Systems Planning Office – Client Project Manager
Chris Edmonston	FDOT Systems Planning Office – SIS Planning Manager
Huiwei Shen	FDOT Systems Planning Office – Office Manager
Tom Byron	FDOT Assistant Secretary of Intermodal Systems
Jim Wood	FDOT State Transportation Development Administrator
Gerard O'Rourke	FDOT State Freight and Logistics Administrator
Rickey Fitzgerald	FDOT Freight and Multimodal Operation – Manager
Brian Watts	FDOT SIS Designation Coordinator
Robert Dietrich	Florida Department of Emergency Management – EPCRA/TRI/RMP Manager
James Stansbury	Florida Department of Economic Opportunity – Chief of Community Planning
Nia Clark	FDOT Systems Planning Office – Transportation Planner
Michael Plagens	CDM Smith – Project Manager

By Phone:

Billy Hattaway	FDOT District 1 – District Secretary
Chris Smith	FDOT District 1 – Director of Transportation Development
Lawrence Massey	FDOT District 1 – Travel Demand Modeling
Sarah Catala	FDOT District 1 – SIS Coordinator and Growth Management Coordinator
Steve Braun	FDOT District 4 – District Planning & Environmental Administrator
Lois Bush	FDOT District 4 – Planning & Environmental Management Office
Frank O'Dea	FDOT District 5 – Director of Transportation Development
Brian Stanger	FDOT District 5 – Environmental Management
Paul Steinman	FDOT District 7 – District Secretary
Brian McKishnie	FDOT District 7 – Director of Transportation Operations
Lori Marable	FDOT District 7 – SIS Coordinator
Rich Clarendon	Hillsborough County MPO – Assistant Director
Tom Deardorff	Polk TPO – Executive Director
Gary Huttman	MetroPlan Orlando – Executive Director
Phil Matson	Indian River County MPO - Staff Director
Sean Sullivan	Tampa Bay Regional Planning Council – Executive Director
Patricia Steed	Central Florida Regional Planning Council – Executive Director
P.J. Smith	East Central Florida Regional Planning Council – Executive Director

Meeting Notes

Executive Advisory Team Kick-off
November 1, 2016

1. **Introduction and Background:** Chris Edmonston started the meeting and gave all attendees the opportunity to introduce themselves. Mr. Edmonston provided a project background and identified the project objectives, which are identifying alternative options within the study limits, Freight Connector Operational Quick Fix improvements, and projects for the Multimodal Unfunded Needs Plan. Mr. Edmonston pointed out that this study was initiated based on a white paper submitted by FDOT District 1 indicating the need for studying SR 60.
2. **Presentation:** Mr. Edmonston gave the presentation detailing study purpose, study limits, project activities, project goals, agency partners, coordination with other projects/plans, role of the executive advisory committee, project schedule and project communication. Mr. Edmonston highlighted the importance of the SR 60 corridor as an evacuation route and access to the Winter Haven Intermodal Logistics Center (ILC). Ms. King discussed the details of the context zones analysis conducted during the site visits. She mentioned the SR 60 Corridor Study was identified for piloting a matrix to identify context land use zones as part of the current FDOT Complete Streets initiative. She also discussed the details of the site visit, information collected (signage, land development, non-motorized modes, etc.), and how the "desk-top" analysis was validated based on observations made during the site visit.
3. **Discussion:** The following items/questions were discussed during/after the presentation:
 - a. Phil Matson mentioned how SR 60 served as an evacuation route for his district during Hurricane Matthew. He suggested a potential operational improvement to the signalization at the SR 60 and US 441 intersection. He commended District 4 for the recent widening of SR 60, suggested improvements to, and east of the Yeehaw Junction interchange. Ms. King agreed and mentioned the information obtained during the site visit concerning the area. Frank O'Dea stated his office received "a lot" of calls concerning the 2-lane section of SR 60 just shy of the turnpike during the evacuation period for Hurricane Matthew. Mr. O'Dea suggested a widening project at the Turnpike interchange to the SR 60/US 441 intersection. Mr. Edmonston added another aspect of the study was to identify projects that could be eligible for the Freight Connector Operation Quick Fix program.
 - b. Lois Bush discussed the annexation of lands by the City of Fellsmere and the transition of those agriculture lands to residential. Ms. Bush added that with the 9000 acres of new development just north of SR 60, SR 60 would be impacted with urban issues. Mr. Matson added that SR 60 would see continued growth as a freight corridor with the CVS Distribution Center recently located on SR 60. Ms. King mentioned that the project team was aware of the development and had photos of the CVS Distribution Center.
 - c. Mr. Matson stated that with the 4-laning of SR 60 in District 4 there has been an increase in the number of wrong way incidents especially at night due to on-coming traffic, people not recognizing the widened road with center dividing guardrail, and lack of overhead lighting. He added that there is a Corridor Safety Study taking place.
 - d. Staff from District One in Bartow mentioned that a priority was to widen the 2-lane section of Polk County and suggested improvements to the Yeehaw Junction interchange. District Seven staff added that there is a partnership between Hillsborough and Polk Counties to develop a freight logistic zone. Rich Clarendon added he would send a copy to Ms. King.
 - e. Mr. Clarendon discussed the Freight Compatibility Study. The limits of the study are from I-75 to Dover Rd. It analyzed freight movements as well as addressed pedestrian, bicycle safety, and commercial land uses. The study is 2-3 years old. Mr. Clarendon recommended incorporating the results, but stated that freight was not at the focus because he thought that the only truck traffic in the Brandon area consisted of local truck deliveries.
 - f. Mr. Clarendon also referenced the Integrated Land Use study. The study analyzed multiple east-west routes in Hillsborough County, one of which was SR 60. He added that the study

Meeting Notes

Executive Advisory Team Kick-off
November 1, 2016

was a more holistic review focusing on transition areas and redevelopment. The study emphasizes other modes instead of highway improvements. He will send a copy to Ms. King.

- g. James Stansbury asked a question regarding context zones. Ms. King responded that SR 60 study was identified as a pilot to collect context zone information. The project team was asked to collect and identify context zones during a field site visit by the FDOT Complete Streets Coordinator. She explained the process and described in detail the context zone analysis being conducted as a part of this study. Michael Plagens added that the project team had training with the Complete Street Coordinator prior to the field site visit, and based on FDOT's draft guidance on the implementation of complete streets and the context zones, the project team classified the study corridor into the context zones using the observations from the site visits. The goal of this exercise was to provide a snapshot in time of the context for SR 60 study corridor. The context zone analysis is being conducted for the existing conditions only and not for the future years. Mr. Stansbury asked why context zones were not being forecasted into the future based on local Future Land Use Maps. Mr. Edmonston responded that because of the qualitative nature of the process, the instruction by Traffic Operations was to use the context zone analysis as a snapshot, build a trend over time, and incorporate this into future planning studies. Jim Wood stated that since complete streets is a new process and is part of the new way FDOT is reviewing corridors, it would be a good idea to have a separate meeting with Mr. Stansbury to review the process. Ms. King added that other processes for assessing current context land use zones are being explored such as during the PD&E phase.
 - h. Sarah Catala asked if the context zone analysis could be made available on the website. Ms. King stated that the corridor study's technical memorandum will include the current context land use zones for each district and that she will post site visit observations to the Website as soon as the document has been reviewed and finalized by the site visit team.. Ms. Catala asked if the land use maps from local governments were analyzed. Ms. King restated that the identification of context land use zones is to establish a snapshot in time of existing conditions and that information from the local comprehensive plans were collected to assist with future traffic projections for the needs plan assessment.
 - i. Lawrence Massey asked if the project team had received the SR 60 Traffic Report. Mr. Edmonston mentioned that the project team had collected various studies. Ms. King added that each of the District Technical Teams had been great at submitting various additional studies for inclusion and consideration.
4. **Action Items:** The action items from the meeting are:
- a. Mr. Clarendon to send Ms. King the freight logistics zone proposal paperwork, the Freight Compatibility Study, and the Integrated Land Use study.
 - b. Post SR 60 Corridor Study Executive Advisory team presentation, meeting minutes for all technical teams (including presentations), and other study related information to the Corridor Study Website.
 - c. Project team to email the District Technical Teams as a final request to submit local studies for consideration.

5. **Wrap-up/Adjourn:** Mr. Edmonston and Ms. King thanked everyone for their participation.